

Amendments to the Claims

This listing of claims will replace all prior listings of claims in the application.

Listing of Claims

1. (Currently amended) A sealing structure for a ~~hardtop vehicle, etc., in which~~ comprising:  
a glass-retaining member ~~partitioning door glass of a window is~~ longitudinally provided between door glass at a door, the glass-retaining member including a partition attached to ~~the~~ a side edge of to receive a side edge of a fixed glass and ~~or a glassrun at an opposing side through which the~~ a side edge of an elevating glass is passed are mounted at both sides of passable therealong, the glass-retaining member, including a die-molded portion whose having a narrow tip end is ~~made thin is~~ integrally formed at ~~the~~ an upper edge thereof, a roofside weatherstrip is provided at ~~the~~ a roofside of a vehicle to and resiliently brought into contact with ~~the~~ an upper edge of the door glass and the tip end of the die- ~~molded portion of the upper edge of the glass-retaining member, and thereby carries out sealing the same wherein for~~ sealing the door and the weatherstrip, a water receiver that ~~goes~~ extends along the glass-retaining member and is continuously formed integrally with at least one of the die- ~~molded portion, the partition and/or the glassrun,~~ an opening at ~~the~~ an upper end of the water receiver is being directed toward a clearance located at ~~e, which is formed among the~~ roofside weatherstrip, the die-molded portion at the upper edge of the glass-retaining member, and the upper edge of the glass, ~~and the~~ wherein a lower end of the water receiver is ~~made open~~ opens in a door panel ~~which is lower than the~~ below a belt line of the door.

2. (Currently amended) The sealing structure for a ~~hardtop vehicle, etc.,~~ as set forth in Claim 1, wherein the water receiver is formed integrally with the die-molded portion, partition and/or glassrun and ~~have~~comprises lip pieces ~~whose~~with tip ends ~~are~~for resiliently ~~brought into contact with~~contacting the door glass with the clearance-~~e~~<sub>2</sub> remaining between the ~~same~~respective lip pieces and the door glass.

3. (New) A sealing structure for a vehicle door having a first front glass, a second glass and a beltline below said first front glass and said second glass, said sealing structure comprising:

a glass-retaining member for positioning between said first glass and said second glass along a length thereof, a lower end of said glass-retaining member being located at a beltline of the vehicle door and an upper end of said glass-retaining member for being located at a roofside weatherstrip adjacent the door, said glass-retaining member comprising:

a center sash comprising:

a die-molded tapered portion at an upper end thereof, said die-molded portion of said center sash having a first recess that opens in a first direction for receiving the first glass and a second recess that opens in a second direction opposite from the first direction for receiving the second glass, each said recess extending the length of said glass-retaining member and being defined by an inner projection for an interior side of the vehicle door and a parallel outer projection for an outer side of the door, the projections for contacting opposing sides of the respective said glass;

a first lip piece having a first end integral with the inner projection defining the first recess and a second end for contacting a side of the first glass, the

first lip piece shaped to provide a first water receiver defined by the inner side of the first lip piece, the end of the inner projection defining the first recess and the first glass, the first water receiver having a clearance extending along the length of the glass-retaining member to below the beltline, the first lip piece being spaced a predetermined distance from the upper end of said die-molded tapered portion;

a second lip piece having a first end integral with the inner projection defining the second recess and a second end for contacting a side of the second glass, the second lip piece shaped to provide a water receiver defined by the inner side of the second lip piece, the end of the inner projection defining the second recess and the second glass, the second water receiver having a clearance extending along the length of the glass-retaining member to below the beltline, the second lip piece being spaced the predetermined distance from the upper end of said die-molded tapered portion;

a partition located in the first recess along a length of the center sash for receiving the first glass, the partition being located a second predetermined distance from the upper end of said die-molded tapered portion; and

a glass run located in the second recess along a length of the center sash for receiving the second glass, the glass run being located a third predetermined distance from the upper end of said die-molded tapered portion,

wherein the water receiver is open to receiver water at a location near the weather strip, and top corner edges of the first and second glasses.

4. (New) A sealing structure in combination with a vehicle door having a first front glass, a second glass and a

beltline located below said first front glass and said second glass, said sealing structure comprising:

a center sash positioned between said first glass and said second glass along a length thereof, a lower end of said center sash being secured at a beltline to the vehicle door and an upper end of said center sash being located at a roofside weatherstrip adjacent the door when the door is in a closed position, said center sash having a first recess opening in a first direction and extending along a length thereof and a second recess opening in a second opposing direction and extending along a length thereof;

a partition inserted into the first recess of said center sash and having a first front glass receiving opening along a length of the partition, the receiving opening receiving a side edge of the first front glass, said partition further comprising a partition lip piece projecting outwardly from a vehicle interior side of said front glass and extending along the length of the partition to form a clearance along the length of the first front glass;

a glass run inserted into the second recess of the center sash and having a second glass receiving opening along a length of the glass run, the receiving opening receiving a side edge of the second glass, the glass run further comprising a glass run lip piece projecting outwardly from a vehicle interior side of the second glass and extending along the length of the glass run to form a clearance along the length of the second glass;

wherein the center sash includes a die-molded portion at an upper end thereof including a first die-molded lip piece that is integral with the partition lip piece to form, in combination, a clearance, wherein the die-molded portion at the upper end of said center sash includes a second die-molded lip piece that is integral with the glass run lip piece to form a clearance,

wherein the clearance forms a water receiver to provide a path for water from the upper end of the center sash to a location below the belt line of the vehicle door.

5. (New) The sealing structure in combination with a vehicle door of Claim 4, wherein the center sash and the first front glass and the second glass are pivotable with the vehicle door, the first window glass being fixed to the vehicle door and the center sash.

6. (New) The sealing structure in combination with a vehicle door of Claim 4, wherein the second glass comprises a window retractable into the vehicle door.

7. (New) The sealing structure in combination with a vehicle door of Claim 4, wherein a separate weather strip is provided on a vehicle body, the weather strip contacting the first and second windows when the vehicle door is in a closed position.

8. (New) The sealing structure in combination with a vehicle door of Claim 7, wherein a gap is provided between the weather strip at a top of the vehicle body and the respective said lip pieces.

9. (New) The sealing structure in combination with a vehicle door of Claim 4, wherein the die-molded lip pieces do not extend to a top edge of the center sash.

**Amendments to the Drawings**

Figure 1 has been amended to label cross sections A-A through C-C as 2-2 through 4-4 respectively.

Figures 2-5 and 7-13 have been amended to provide proper cross sectional shading.

Figures 6-13 are now labeled prior art.

In Figure 6, reference letter "a" has been changed to ---7A---.

In Figure 7, cross sections D-D and E-E have been labeled 8-8 and 9-9, respectively.

In Figures 7, 8 and 10-13, reference numeral "7" has been relabeled ---71---.

In Figures 7 and 9, reference numeral "4" has been relabeled ---41---.

In Figures 7, 10, 12 and 13, reference numeral "9" has been relabeled ---91---.

In Figure 9, reference numerals "5" and "6" have been changed to ---51--- and ---61---, respectively.